

- (b) if so, the details of the decision taken; and
- (c) by when the decision will be implemented?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) to (c) In the meeting held on 11.1.2001, the Group of Ministers (GoM) on Foreign Direct Investment (FDI) had, *inter alia*, recommended FDI upto 49% in the civil aviation sector on the automatic route and permission to foreign airlines to participate in the joint ventures subject to sectoral guidelines of the Civil Aviation Ministry. However, in its meeting held on 9.2.2001 to review some of the recommendations made in the earlier meeting held on 11.1.2001, GoM on FDI, *inter alia*, decided not to recommend change in the existing policy of domestic air transport sector which permits upto 40% foreign equity and upto 100% Non Resident Indian (NRI)/ Overseas Corporate Bodies (OCB) equity participation but prohibits direct or indirect foreign airline equity.

#### **New International Airport for Mumbai**

4100. SHRI SATISH PRADHAN: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether it is a fact that proposed work for new International Airport for Mumbai has been delayed;
- (b) if so, the details thereof; and
- (c) the details of the steps taken or proposed to be taken by Government for starting the early implementation of the work?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) to (c) A Committee constituted by the Government reviewed four locations for the 2nd Airport at Mumbai (i) site at Navi Mumbai (ii) upgradation and modernisation of the existing airport at Mumbai (iii) Mhapan in Sindhudurg District (iv) Rewas Mandwa; and considered Rewas Mandwa as the most appropriate location for the 2nd airport taking into consideration the operational and technical requirements. However, this site requires a huge investment in infrastructure development like roads, bridges and mass rapid transport system and there is objection from environmentalists.

In view of this State Government has proposed to provide additional land at Navi Mumbai for a two runway airport. The State Government has been asked to complete the proposed technical/traffic studies and then send a formal proposal for the consideration of the Government.

**Non-profitable Flights of Air India**

†4101. SHRI KAPIL SIBAL:

DR. D. MASTHAN:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that there are number of flights of Air India which earn less in comparison to the expenditure incurred on their operations;

(b) if so, the details of these flights;

(c) the percentage of these flights out of the total flights of Air India; and

(d) the reasons for these flights being non-profitable?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) to (c) Details are as under:—

*List of flights, operating cost of which is more than revenue for the year 1999-2000*

*(Rs. in crores)*

Route	No. of Single Flights	Operating Revenue	Operating Cost After Dep. & Obsince	Operating Result After Dep. & Obsince
1	2	3	4	5
USA	1068	959.47	1092.50	(133.03)
UK	38	9.06	15.19	(6.13)
Continent	322	188.02	22 6.63	(38.61)

†Original notice of the question was received in Hindi.